

The map illustrates the proposed transit route for the 2008 Olympic Games in Seattle. The route is marked by a red line with numbered stops (1-24) and is situated within the city's street grid. Key geographical features labeled include Puget Sound, Elliott Bay, Green Lake, Union Bay, and Lake Washington. The route begins in the city center, passes through the airport area, and extends to the surrounding regions.

## Station and Alignment Options

A photograph of a paved pedestrian path lined with lush greenery and trees, leading towards a modern building. A person is walking on the path.



Source: King County Assessor's records (1998)

(Statistics for area within 1/4 mile, a 5-minute walk)	
1997 CONDITIONS	
Demographics	
1997 Population	2,148
1997 Employment	23,905
1996 Median Household Income	\$16,277
STATION AREA LAND USE	
Residential	
Units	1,232
Density <sup>1</sup>	
Single-family	na
Multi-family	14.3
Apartment Rents per Sq. Ft.	\$0.96
Apartment Vacancy Rate	1.8%
Commercial	
Floor Area (Sq. Ft.)	
Retail/Service	171,016
Office	453,045
Total	1,984,966
Floor Area Ratio (FAR) <sup>2</sup>	0.09
Office Rents per Sq. Ft.	\$18.53
Office Vacancy Rate	7.0%
TRENDS IN LAND PRICES <sup>3</sup>	
(1985-97 Avg. increase/year)	
Commercial Lots	7.2%
Single-Family Lots	7.8%
Multi-family Lots	7.2%
Active Permit Applications	
Residential (Dwelling Units)	143
Commercial (Thousands of Sq. Ft.)	9
LRT WITH GROWTH PROSPECTS	
Projected 2010 LRT Daily Boardings:	5,800
Projected 20-Year Growth	
Increment with LRT	
New Housing Units	330
New Employment	1,210
Non-residential Space (Sq. Ft.) <sup>4</sup>	363,000
Projected Floor Area Ratio (FAR)	0.10
2020 Development with LRT	
and No Supportive Policies	
Total Housing Units	1,562
Total Employment	25,115
Non-residential space (Sq. Ft.)	2,348,000

1 Housing units per net residential acre in residential  
zoning districts  
2 Ratio of non-residential space per net acre of  
commercial and industrial land use  
3 Based on sales prices recorded by King County Assessor  
and reported by zoning category  
4 Includes commercial, industrial and institutional  
space, but excludes Sound Transit facilities  
and public facilities

Land Use	Acres	of Total
Schools	193.19	74.55
Multi-Family	9.39	7.51
Office	3.82	3.06
Retail/Service	3.66	2.93
Open Space	2.78	2.22
Institutions	1.97	1.58
Parking	1.70	1.36
Duplex/Triplex	1.41	1.13
Single-Family	1.13	0.90
Other Housing	0.85	0.68
Hotel/Motel	0.82	0.66
Entertainment	0.81	0.66
Vacant	0.74	0.59
Transp/Util/Co	0.69	0.55
Warehouse	0.64	0.51
Unknown/NA	0.57	0.46
Mixed Use	0.47	0.38
Public Facilities	0.33	0.26
<b>Total</b>	<b>125.00</b>	<b>100.00</b>

†portion of University of Washington land within 1/4 mile radius; whole parcel = 500.89 acres.

Note: Excludes public right-of-way; these are parcel-area subtotals only.

..... 1/4 Mile Radius

 Approximate Station Location Building Footprint

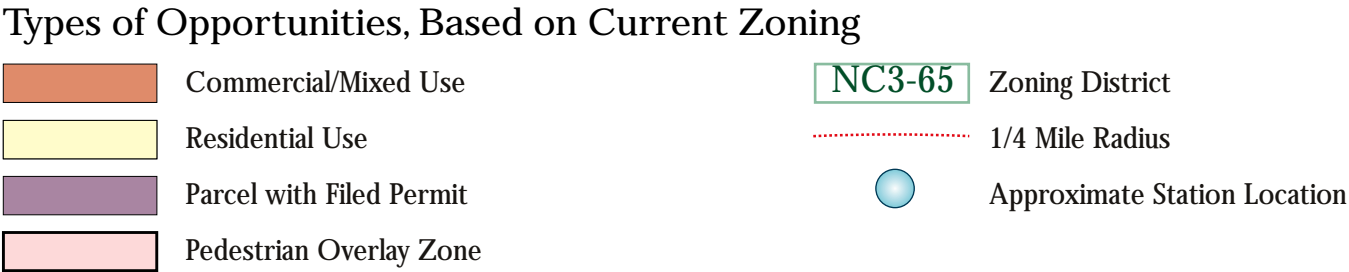
0      200      400      800

FEET



Campus Parkway

Zoning and Opportunity Sites



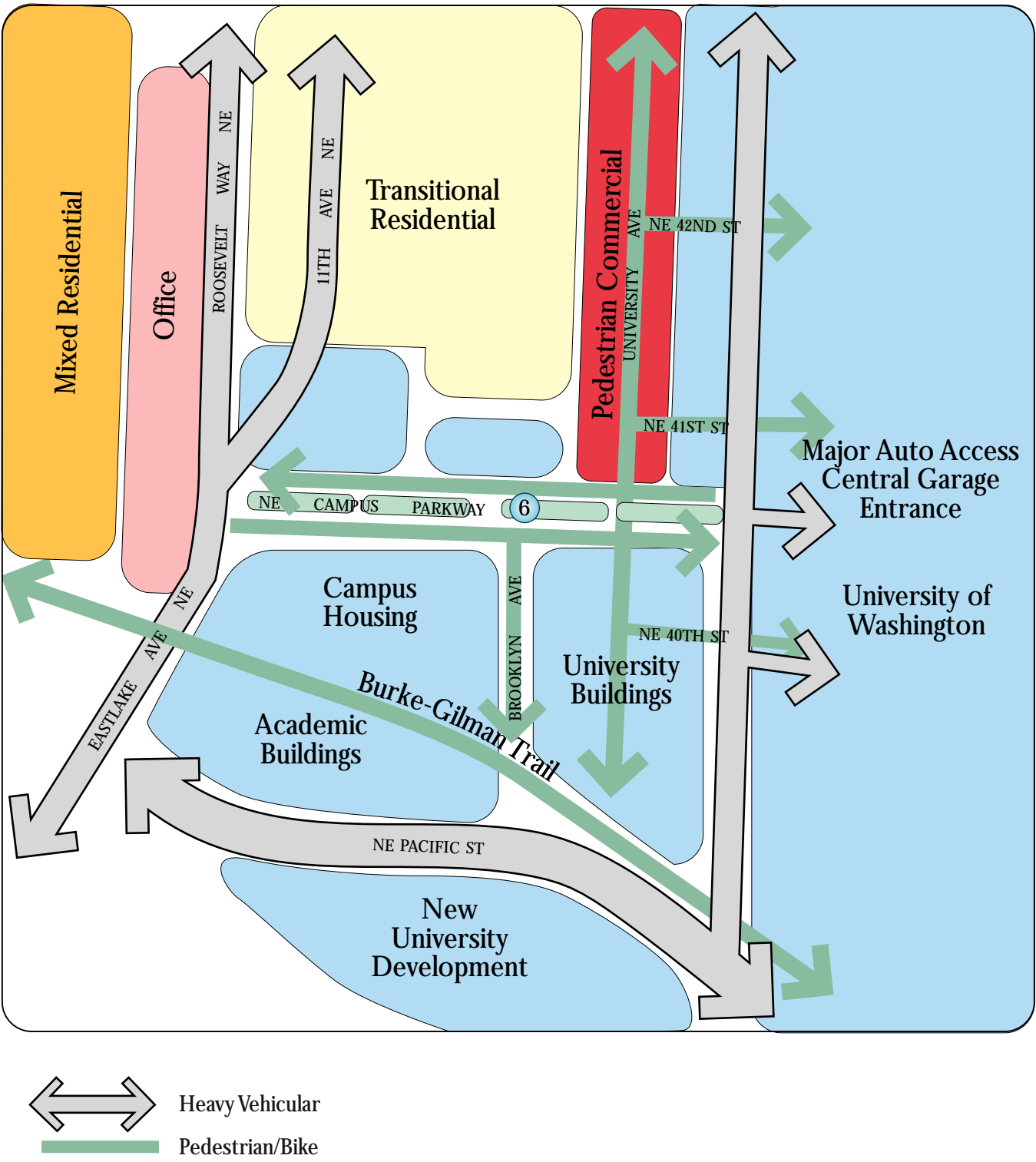
Some neighborhood concerns:

- Refining and implementing adopted plan concepts;
- Maximizing pedestrian, bike and other alternative forms of access to the light rail stations;
- Managing parking;
- Integrating station entrances with University of Washington facilities and off-campus developments; and
- Providing local bus circulation and ensuring convenient transfers with light rail.

Opportunity Sites by Zoning Designation: Campus Parkway

Zoning	Number of Parcels	Total Acres	Percent of Total
L-3	28	2.80	33.75
L-3.RC	2	0.19	1.01
NC3-65	3	0.66	7.99
C1-65	17	2.56	30.87
MIO-105-MR	2	0.76	9.13
NC3-40	3	0.95	6.52
MIO-65-NC3-65	1	0.38	4.57
Total	56	8.29	100.00

Urban Design Opportunities and Constraints



Potential Development Strategies: Campus Parkway (6)

Relative Market Strength (5 highest, 1 lowest)*		
Housing: 3	Retail: 3	Office: 3
* Indicates the relative strength of market type of the station area compared to other potential Seattle station areas. Ranking is based on rents, employment levels, vacancy rates, land values, recent development activity, stakeholder interviews, field observations, and other information.		
Strategy	Potential Action	Comments
Land Use Tools	●	Encourage University to provide additional height/density for TOD; expand use of pedestrian overlay onto Campus Parkway and south on Brooklyn to Lakefront; establish TOD incentives.
Pedestrian Network	●	Recommend that the University provide for linkages to station entries; regional and bike trail links also needed. Provide wider sidewalks on the "Ave" and pedestrian lighting.
Parking Management	●	Comprehensive program should provide for University's needs, updated to reflect LRT access, and possibly include parking lot pricing at University lots to encourage transit.
Economics/Financial Assistance	?	Explore need and requirements for a new community-based development corporation.
Regulatory Process	?	Provide expedited review/SEPA clearance for TOD projects.
Local Transit Service	●	Needs to be coordinated with Metro to avoid impacts on neighborhood circulation and pedestrian streets, especially lay-over and transfer areas.
Development Partnerships	?	Potential opportunity depending on University's needs.
Pilot Projects	?	Further planning needed.

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|--|------------------------------------|
| ✓ = Supportive Policy/Program in Place | TOD = Transit-Oriented Development |
| ● = High Priority Action               | POZ = Pedestrian Overlay Zone      |
| ○ = Recommended Action                 | RPZ = Residential Parking Zone     |
| ? = Further Study Required             |                                    |